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The Daily Press.

HONGKONG, OCTOBER 12TH, 1910.

MACAO, like the other Colonies of Portugal, has quietly accepted the Republican regime. We announced yesterday the issue of a *Boletim Oficial* at Macao on the subject. The Governor-General was telegraphically instructed by the Minister of Marine to communicate to the civil and military authorities under his jurisdiction that a Republic had been proclaimed in Portugal with the concurrence of the Army, the Navy and the people, the proclamation having been received with great enthusiasm. It was added that absolute order prevailed, and that a Provisional Government had been established, the names of the President and his Ministers being given. This telegram was dispatched from Lisbon on the 6th inst. That it should not have been published in Macao until the 10th merely suggests the existence of doubts in the minds of the authorities at Macao as to the stability of Republican ascendancy. The telegraphic intelligence we have published since the 6th inst. leaves very little room for doubt as to the triumphant success of the Revolution, and no adequate reason could be urged for further hesitation on the part of the Governor to obey his telegraphic instructions to communicate the intelligence to the people under his jurisdiction. That obligation was discharged over the signature of the Acting Colonial Secretary, and it is rumoured that H.E. the Governor, Sr. EDUARDO MARQUES, who was an A.D.C. to

the King, has tendered his resignation of the Governorship of the Colony. We learn that further instructions reached the Governor yesterday directing that the nuns should be ordered to evacuate their convents and colleges, returning the girls to their parents, and further that the stipends of priests and missionaries must no longer be paid out of the public funds. All properties held by the Missions, it is ordered, shall revert to the Colonial Treasury. Every one who is acquainted with Macao can imagine the consternation such an order as this would create. A correspondent who communicates the information suggests that it may very properly be termed an "austere order," but that it is difficult to see in it anything of the "austere morality" and "immaculate justice" which the Provisional President announced in his pronunciamento would characterise the policy of the Government. What, he asks, will become of the poor orphan girls and infants now in the care of the good Sisterhood? Where are they to go? Will the Government provide a refuge for them and nurses to look after them? We cannot answer these questions. In sudden changes of this kind some hardship is unavoidable, but we have no doubt that the Governor-General of Macao will afford the religious orders in the colony the utmost latitude consistent with his instructions from Lisbon to enable them to meet the grave difficulties which have so suddenly overwhelmed them. Every town in Portugal is at present occupied in solving a similar problem, as the expulsion of the monks and nuns appears to have already commenced. In this connection we may recall the fact that all the conventual establishments of Portugal were suppressed by a decree issued as long ago as 1834, and their property confiscated for the benefit of the State. At that period there existed in the country 632 monasteries and 118 nunneries, with above 18,000 monks and nuns and an annual income of nearly a million sterling. This revenue was applied to the redemption of the national debt; while a library of thirty thousand volumes was set up at the former convent of San Francisco at Lisbon, from the collection of books and manuscripts at the various monasteries. Subsequently a concordat with Rome was arranged and Jesuits and nuns have been allowed to occupy some of the property confiscated by the State. With the accession of a Republican Government, the concordat, so far as Portugal is concerned, is abruptly terminated. We understand that the order of expulsion affects in Macao about a dozen Jesuits, nine Franciscan sisters and about twenty-five Carmelite sisters. In the convents at Macao are many children from Hongkong and other places in the East. These presumably will be returned whence they came, and as for the orphans belonging to Macao, since they cannot be left to starve in the streets, the duty devolves upon the Government to arrange for their care, and we may add the suggestion that Hongkong provides an excellent model of a lay institution in the Po Leung Kok.

The Technical Institute Classes have been resumed this month and show a better attendance than last session.

For failing to receive receipts, Mr. J. R. Wood at the Magistracy yesterday fined sixteen Chinese merchants \$25 each, and another man \$50.

Mr. Phipps, the British Vice Consul in Manila, was admitted to the General Hospital there last week suffering with an attack of dengue fever.

At the Magistracy yesterday Mr. E. R. Hallifax fined the coxswain of the steam launch *Sui An* \$25 for refusing to stop when called upon to do so by the police.

A Chinese restaurant keeper from 212, Queen's Road Central, was ordered by Mr. E. R. Hallifax at the Magistracy yesterday to pay a fine of \$25 for refusing to admit a European constable into his licensed premises.

In the recent announcement regarding the Bedford Relief Entertainment Mrs. A. G. Gordon's name was inadvertently left out of the list of those who are kindly giving their services on the occasion.

A Chinese boy who was caught in the act of snatching a watch from a gentleman in Queen's Road on Monday was sentenced by Mr. J. R. Wood at the Magistracy yesterday to 48 hours' detention and ten strokes of the birch.

Homar Davenport, ex-private of the 26th Infantry, in the Philippines, who had been confined for the past ten months in the leper department of the San Lazaro hospital, suffering from a marked case of that dread disease, died last week from exhaustion caused thereby.

The Bangkok Court has dismissed the case in which Mr. T. Ramago Miles was prosecuted by the China Mutual Life Insurance Co., Ltd., for embezzlement. The defence was that the case was simply a question of accounts and that the commission due to the defendant exceeded the total of the two sums mentioned in the charge.

A divorce law, unknown at the present time in the Philippines, is to be presented at the coming sessions of the legislature, by Attorney Carlos Ledesma, one of the delegates for Iloilo. This same bill was presented at the last session of the legislature and passed the Assembly with a large majority, but died in committee of the Commission.

Yesterday was the Chung Yang festival, the feast of which is the desire of the Chinese to reach the highest point of land within distance. As usual crowds made their way up the Peak, and the trains were thronged throughout the day. It is noteworthy that all Government schools were granted a holiday yesterday, but the Ellis Kadoorie School, which is Chinese managed, was not granted the same privilege.

The military authorities in the Philippines have paid the sum of P150,000 to the representative of Mr. M. A. Clarke for that portion of the military reservation at Camp John Hay, at Baguio owned by the well-known Manila merchant. Some years ago Mr. Clarke purchased the property from a large Igorote land owner, and a suit was subsequently brought in the courts to decide the ownership of the property. Some months ago the Supreme Court of the United States decided the suit in favour of Mr. Clarke, and in consequence the military authorities were instructed to pay him the sum above mentioned for the property.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council takes place on Thursday.

The orders of the day are:—
First reading of a Bill entitled, "An Ordinance to consolidate and amend the Ordinances relating to Companies."

First reading of a Bill entitled, "An Ordinance to consolidate and amend the laws relating to the administration and regulation of the New Territories."

First reading of a Bill entitled, "An Ordinance to amend the Liquor Licences Amendment Ordinance, 1909."

First reading of a Bill entitled, "An Ordinance to amend the Promissory Oaths Ordinance, 1869."

Second reading of the Bill entitled, "An Ordinance to amend the Tramway Ordinance, 1902."

* Will not be proceeded with at this meeting.

LOCAL SPORT.

LEAGUE CRICKET.

A commencement is being made with the arrangement of the Cricket League fixtures. Secretaries should note that it is desirable to complete these as quickly as possible in the interests of the lesser clubs, which are waiting to arrange dates.

It is unfortunate that the Naval Yard Cricket Club, which had decided to go in for League cricket this year, should have to be left out, owing to their application not being submitted in time.

RUGBY.

The following have been chosen to play for the Hong Kong Football Club v. Hong Kong Volunteer Scouts at Happy Valley this afternoon, kick off at 5.30 p.m. sharp:—

Full Back, T. J. Robson; Three, F. R. Mann, H. G. Hegarty, A. N. Jossland, C. A. W. Ferrier; Halves, T. Cocker and E. L. Shaw; Forwards, E. C. Denison, W. Ross, A. W. Walkinshaw, S. F. Dudley, F. P. Jossland, A. C. Putley, D. R. Ritchie and A. N. Other.

JAPAN AND KOREA.

ASSIMILATION BY MARRIAGE.

The *Fiji*, we learn from a translation appearing in the *Japan Times*, considers the intermarriage of Japanese with Koreans as one of the most efficient means of assimilation between the two peoples. The paper believes the inclination in favour of such unions is not lacking among the Korean women. It is a matter, however, that cannot be forced upon the people by law or by orders, and the paper suggests that the men concerned in religious and educational works, as well as Japanese officials, should encourage intermarriage. It will be a means of preserving the two peoples from the moral lassitude that commonly follows the contact of two strange peoples. It would be far better if the husbands among them set examples by marrying Korean women.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 11th at 11.55 a.m.—The barometer has fallen over the Loochoos and S.W. Japan and risen elsewhere, particularly over the N. part of the Sea of Japan.

The depression remains near Naha, Southern Loochoos. It is moving very slowly towards N.E.

The high pressure area which is still central over the continent to the North of the Yangtze valley, extends now over the N. part of the Sea of Japan.

Fresh to strong N.E. monsoon may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood ... Moderate to fresh; fine.
Formosa Channel ... NE winds, fresh to strong.
South coast of China between Hongkong and Loochoos ... Same as No. 1.
South coast of China between Hongkong and Hainan ... Same as No. 2.

TELEGRAMS. TELEGRAMS.

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[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

THE REVOLUTION IN PORTUGAL.

LONDON, October 11th.

A Gibraltar telegram states that the Italian cruiser "Regina Helena" has arrived to embark the Queen Dowager Maria Pia and the Infante Alphonso for Italy.

KING AND QUEEN MOTHER PROCEEDED TO ENGLAND.

King Manuel and the Queen Mother Amelia have decided to proceed to England.

ENTHUSIASM FOR THE REPUBLIC.

Telegrams from Lisbon yesterday state that the people are calm and festivities are taking place. Everywhere Republican flags and emblems are displayed and bands are playing the new national anthem.

The guns used by the Republicans in the revolution fired salvoes.

Republican Committees from the Provinces have greeted the Provisional Government.

LATER.

EXPULSION OF JESUITS.

The latest news from Lisbon is that a decree has been gazetted based on the old laws, expelling the Jesuits and all foreign members of other Congregations. Portuguese members who abandon their orders are allowed to return to their families.

THE GERMAN PRESS AND THE PORTUGUESE COLONIES.

The German Press continue to be engrossed with affairs in Portugal.

A statement published in Berlin denies that Germany has designs on the Azores or Cape Verde Islands, and declares that Germany is well aware that they are only obtainable by war.

LETTER BY THE KING TO PRESIDENT BRAGA.

Before leaving Portugal King Manuel addressed a letter to Senhor Braga, the Provisional President, informing the people that his conscience was clear. He had always done his duty, he wrote, and would always remain wholeheartedly Portuguese, and his departure was in nowise an act of abdication.

THE REPUBLIC PROCLAIMED AT MACAO.

CEREMONY AT THE LEAL SENADO.

Macao, October 11th.

The Republic of Portugal was proclaimed here to-day at twelve o'clock by the Governor-General at the Leal Senado's Hall. The red and green flag was hoisted on the flag staff of the Senado and the Monte Fort fired a salute of twenty-one guns.

The ceremony at the Leal Senado was attended by a large crowd. Mr. Luis Nolasco, the president of the Leal Senado, delivered a speech in which he expressed the hope that the future of the country and of the colonies would be more prosperous in the future than it had been in the past.

Cheers were called and heartily given for the Republic and for the autonomy of Macao.

A guard was formed at the entrance to the Leal Senado by the police, and on the arrival of His Excellency "A Portuguesa" was played by the band, the air being repeated on the hoisting of the republican flag and on the departure of the Governor, while cries of "Viva Portugal" were numerous.

The Portuguese cruiser here and Government House are now flying the republican flag.

The Portuguese colony in Manila has sent the following telegram to the President of the newly-constituted Republic:—"President of the Republic, Lisbon: We congratulate the republican party. Long live Portugal! Long live the Republic!—The Portuguese Colony."

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["DAILY PRESS" EXCLUSIVE SERVICE.]

SIR FREDERICK LUGARD.

PEKING, October 11th.

H.H.H. the Prince Regent grants

an audience to Sir Frederick Lugard, Governor of Hongkong, on the 18th inst.

Sir John Jordan, H.M.'s Minister to Peking, returns in November.

[FROM THE "CHUNG NGOI SAN FO."]

FINANCIAL CRISIS IN CHINA.

PEKING, October, 11th.

A well-known gold shop in Peking has failed.

SHANGHAI'S APPEAL.

SHANGHAI, October 11th.

The Chinese merchants held a meeting and decided to send telegrams to the Nanking Viceroy, the Governor of Kiangsu, the Grand Council, the Board of Finance, and the Board of Commerce asking them to send five million taels to relieve the financial crisis in Shanghai.

[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

LANCASHIRE COTTON CRISIS ENDED.

LONDON, October 11th.

Nearly all the Lancashire cotton mills have restarted in accordance with a settlement which has been arrived at.

[FROM THE MANILA "CABLENEWS."]

CHOLERA IN SOUTH OF EUROPE.

Washington, Oct. 6th.

The spread of cholera in southern Europe is causing great anxiety throughout the United States. So serious is the situation considered by the Government that the Cabinet is considering the question of prohibiting further immigration from southern Europe to the United States until cholera has been wiped out of those countries that annually send great numbers of immigrants to the United States.

The Navy Department has already issued orders forbidding the battleship fleet on its autumn cruise from calling at any of the ports of south Europe.

THE NEW ADMIRAL OF THE U.S. ASIATIC SQUADRON.

Washington, Oct. 5th.

Rear Admiral Edward B. Barry has been designated to command the Pacific Fleet in succession to Rear Admiral Hubbard.

BRITISH GOODS AND THE JAPANESE TARIFF.

The *Times* of September 31 published a long letter from its correspondent in the Far East, dated from Tokyo and dealing with the Japanese tariff question. The correspondent emphasises that the idea of reciprocal tariff concessions between Japan and Great Britain is misleading, and consists almost exclusively of raw materials.

Japanese law imposes no disadvantage on British subjects or goods which it does not impose on those of other countries, while British law equally confers no special advantage on Japanese subjects or goods. Thus Japan regards the principle of reciprocity as duly observed. The correspondent thinks the most fruitful source of irritation to Great Britain was the neglect of the Japanese Government to provide representation of the foreign interests affected with the tariff was still being discussed in the Diet. The article concludes that the desire to conciliate British opinion is so real that a way may possibly be found to remedy any cases of great hardship and especially of discrimination against Great Britain.

THE CHAMPAGNE VINTAGE.

Messrs. A. S. Watson & Co., Ltd., as agents for Champagne de St. Marceaux & Co., Reims, inform us that they have ordered considerable reserve stocks of 1904, and customers may rely upon a really fine vintage wine. Champagne of 1904 vintage is considered as excellent in quality as that of the year 1900. Supplies of 1900 vintage are now unobtainable.

This year's vintage is a failure, which added to the three previous years' failures leaves only 1906 to follow 1904, and as this cannot be ready for the market before well into 1911, there is a considerable period to be supplied by 1904's, consequently prices are firming. The *Wine Trade Review* reports that, "The several bad vintages have had the effect of exhausting stocks, and prices in consequence have hardened considerably. The failure of the present vintage, which is a settled matter, will further complicate the situation. The 1906's will no doubt be shown in the Spring, and from all reports which are heard of them they will meet with a ready appreciation." It is hardly necessary to add that a non-vintage Champagne is not to be compared in quality with a guaranteed vintage wine.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on Tuesday at the Board Room. Mr. E. D. C. Wolff presided, and there were present:—Hon. Mr. W. Chatham (Vice-President), Hon. Mr. A. W. Brown (Registrar-General), Mr. A. Shelton Hooper, Colonel Bedford, R.A.M.C. (Principal Medical Officer), Dr. Fitzwilliams, Mr. Ng Hon Tsz, Dr. F. Clark (Medical Officer of Health), Dr. W. W. Pearce (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (secretary).

WASTING TIME.

An application was submitted to the Board relative to the erection of a water-closet at 38, Queen's Road Central.

Mr. Hooper intimated—More wasting of time of members of the Sanitary Board by having their decisions overruled.

COLONEL BEDFORD—I quite agree with Mr. Hooper's remarks.

The reply from the Government was that the Governor-in-Council was not prepared to grant the application.

Mr. Hooper said he would like to know in what respect that application did not agree with the conditions laid down by the Government which were forwarded to the Board when they asked on what principle the Government refused the applications which had been approved by the Board.

THE HEAD OF THE DEPARTMENT—You wish to know in what way our recommendations differ from the principles laid down by the Government?

Mr. Hooper—Yes.

THE HEAD OF THE DEPARTMENT replied that he would endeavour to find out.

OFFENSIVE TRADE AREAS.

THE HEAD OF THE DEPARTMENT, referring to an application for a fat boiling licence, said that in the present state of Sham Sui Po, it was quite impossible to set apart any area for anything, and only recently he had attempted to provide for the erection of a latrine, and after he marked out the place he found that the latrine would come in the middle of a hundred foot road.

Mr. Hooper remarked that there could be no objection to that. The Government had put one in the middle of the road near the railway station. (Laughter.)

THE HEAD OF THE DEPARTMENT—That is at the side of the road. This latrine to which I refer was right in the middle of the road.

Mr. Hooper—So that the traffic could pass on either side?

THE HEAD OF THE DEPARTMENT—Yes.

Mr. Hooper—That is better than having it at the side. (Laughter.)

Mr. Hooper finally moved that the application for a fat boiling licence be refused, and that representations be made to the Government to give the Board power to grant provisional licences not only for fat boiling but for all other purposes.

THE VICE-PRESIDENT seconded, and the motion was agreed to.

A resolution framed by Mr. Hooper intended to be sent to Government praying for power as suggested was afterwards submitted and agreed to.

THE HONGKONG HOTEL VERANDAS.

The Committee appointed to consider the question of enclosing the verandas on the south block of the Hongkong Hotel stated in their report that they had inspected the arrangements at the Hotel, and as a result recommended that the enclosing of the veranda openings be permitted on the following conditions:—(a) In the case of each opening enclosed a portion of the faience shown on plan, corresponding with the space to be enclosed by shutters, be hinged to open inwards and to be fitted with suitable apparatus to enable it to be readily opened; (b) The Hotel Company to undertake to apply the wooden shutters to the openings shown on the plan only in cases of necessity and to remove them again in every case immediately the necessity for their application ceases.

THE MEDICAL OFFICER OF HEALTH intimated—I think the phrase "only in case of necessity" too vague. It should read "only when rendered necessary by rain storms or typhoons."

THE HEAD OF THE DEPARTMENT said this was practically adopting the recommendation of the Director of Public Works with the exception of the ventilators, which were to be applied underneath. He thought that the matter had gone so far that it seemed desirable, no member objecting, the report of the Select Committee should be adopted with the alteration suggested by the Medical Officer of Health.

THE VICE-PRESIDENT seconded, and the motion was agreed to.

HIS EXCELLENCY'S APPRECIATION.

Mr. T. H. King, Acting Assistant Superintendent of Police, wrote as follows:—I think it due to bring to your notice the excellent assistance rendered to the Fire Brigade and Police by the Sanitary Board staff at the collapse in Morrison Street on Saturday Sept. 17th. They supplied a great want in procuring two Kiteon lights and several hand lanterns. The Fire Brigade hand flares were insufficient. Later on, when the Fire Brigade and Police had exhausted as many bodies as possible, the Sanitary Board coöperated very well indeed in clearing the rubbish. They were at work long before Sang Lee's men arrived to put up shoring. The ambulances and dead boxes were promptly and well turned out.

His Excellency the Officer Administering the Government wrote—Please convey my appreciation of the services rendered by the police, fire brigade, and Sanitary Board staff on this occasion.

Mr. Hooper—Very satisfactory.

News reached Yokohama by cable on the 23rd ult. of the death, on the previous day, at Ealing, near London, of Mr. J. B. Coulson, senior member of the firm of Lane, Crawford & Co., Ltd., Yokohama, and for twenty years a resident of Yokohama. The cause of death was cancer of the stomach.

MURDER CHARGE AGAINST AN AMERICAN BLUEJACKET.

EVIDENCE OF THE POLICE.

John William Hays, on remand, appeared before Mr. E. R. Hallifax at the Magistracy yesterday to answer a charge of wilful murder, and two charges of assault, causing grievous bodily harm.

Mr. H. L. Donny, junior, from the office of the Crown Solicitor, prosecuted, and Mr. Leo d'Almada e Castro appeared for the accused. Mr. Anderson, the American Consul-General, had a seat on the bench with his Worship.

Detective-Sergeant John Grant deposed that on September 25th he was walking from the Police Club at Happy Valley towards town. He was not on duty, and was wearing plain clothes. At the junction of Morrison Street and Morrison Hill Road he heard police whistles blowing, and shortly afterwards a Chinese approached him and made a statement. "In consequence of that statement he went to Bowrington Road. Witness saw a broken kerosene oil lamp lying on the road, and the oil around it burning. He heard considerable noise coming from the first floor of houses Nos. 27 and 29. The noise indicated that people were rushing, and sounded like the breaking of wood. Smoke was also coming out from the verandahs. After witness had been there a few minutes Lance-Sergeant Ogg and Constable Watt came up and spoke to him, and he went upstairs with the intention of extinguishing the fire. Hearing a shout from Sharp Street West he went there and saw an American sailor hanging on by the brackets of the verandah of the first floor of house No. 1. He appeared to be in the act of coming down. Witness could not identify that man, as his back was towards him. When he pulled himself on to the verandah of the first floor he started to throw articles on to the people in the street. Then he passed on to the verandah of No. 2, Sharp Street, and disappeared into the house. Shortly afterwards witness saw some people tumbling downstairs. Apparently they came down head first and rolled out into the street. Then witness saw something burning at the foot of the stairs, and rushed forward to pull it away to prevent it getting fire to the house. He saw a young child lying in the centre of the flames, seized hold of it, carried it outside and handed it over to some people who came forward from the crowd. When he went back he found the burning material had been removed into the street. It was giving a very bright light, and he could see the defendant standing on the verandah of 2, Sharp Street. Defendant continued throwing pieces of wood and other articles on to the street. Witness then saw him re-enter No. 2, and heard a crash in the back yard. He rushed to the back of the premises, but could see nothing. On returning to the front he saw the defendant in the custody of Lance-Sergeant Ogg and P. C. Watt. Witness accompanied them to the station, and shortly afterwards he saw the child whom he had rescued in the arms of a Japanese."

In cross-examination witness said he thought a man was setting fire to the house on account of information given him by the Chinese. There was a large crowd in Sharp Street when witness arrived.

Did this man appear to you to be drunk or mad?—He was certainly not drunk in my opinion, but he was acting in a mad manner. His actions were such that he appeared to me to be more mad than drunk.

In fact he appeared to be very furious on the verandah?—That is so.

I'll put it to you that he was furiously mad?—He was in a furiously bad temper. He certainly acted very furiously, and in a very wild manner.

For how long was he acting in that wild manner before he went into the house?—About five minutes.

Was he shouting?—Yes.

What did he say?—Every time he threw an article he would say, "How's that for a shot?"

You did not think it wise to go up the stairs?—Certainly not.

Why?—We had sent for assistance. You had two more constables with you?—They were extinguishing the fire.

After the man had gone from the verandah, what did you do?—Waited to see if he would come out. When Sergeant Ogg and P. C. Watt came up I made some remarks about calling up more police to surround the place.

Did you go to the door of the house at all?—Only when I carried out the child.

While the sailor was in the house how far away from the door were you?—Ten or fifteen yards.

Did you see the man come tumbling down the stairs?—Yes, he came down as if he were coming down a chute.

Was the child crying when you picked it up?—No.

Was it still wrapped up?—No, it was quite naked.

Did you see the defendant arrested?—No.

Was he conscious when you first saw him in custody?—Yes.

He was carried to the station?—He was carried about half way.

Do you mean to suggest, when he was being carried like that, that he was not very drunk?—It was because he was disorderly. He was carried that way for safety.

Did he resist?—No. It was not much use of his doing so.

Acting Lance-Sergeant John Ogg stated that when he arrived at Bowrington Road he saw flames coming from the first floor of house 29. Then, accompanied by P. C. Watt, he went upstairs, put out the fire and witness descended the stairs, leaving Watt behind. Turning the corner

into Sharp Street he saw some people standing opposite No. 2. Sergeant Grant told him there was an American sailor upstairs who had thrown a Japanese downstairs, and was throwing articles into the street. Witness looked up and saw the defendant, who after throwing a large piece of broken tile shouted, "How's that for a shot?" Witness got a walking stick from one of the bystanders, but when he returned the defendant was not on the verandah. He ran over to the foot of the stairs of No. 2, and heard a noise coming from the back. Shortly afterwards, he saw the defendant coming downstairs and told P. C. Watt, who went and stood beside him. When defendant reached the bottom of the stairs witness arrested him, and he was taken out on to the street. He was not very troublesome, but Sergeant Ogg feared trouble, so tripped him up and held him down. Then several people came to his assistance. Prisoner struggled when the outsiders came in and took a hold of him. They carried him about a hundred yards on the way to the station, then he promised to walk if they would let go his feet. Accused appeared to be in his right mind at the time, and apparently he was not drunk. On the way to the station he behaved as an ordinary sane person.

In cross-examination witness said he thought the defendant must have been drinking to behave as he was doing. He did not think he was mad, and he was not furious; he was quite calm. Witness did not hear Sergeant Grant tell him to get police assistance to surround the house.

Dr. W. B. A. Moore, Assistant Superintendent of the Government Civil Hospital, testified that the Japanese child taken to hospital on the 25th September was in a dying condition when admitted, and died a few minutes after admission. There were numerous wounds on the child, as well as several superficial burns. He found death to be due to fracture of the skull and laceration of the brain.

The hearing was again adjourned.

SHIPPING NOTES.

The Toyo Kisen Kaisha, which has recently concluded a connection with the Western Pacific Railway Company, is reported to be opening a Yokohama-San Francisco through service without calling at Honolulu. The voyage across the Pacific will thus be made in eleven days.

At the last meeting of the Straits Legislative Council, the third reading of the Freight and Steamship Bill was adjourned to enable the Attorney-General to make clauses 3 and 9 more stringent, to meet the possibility of the Shipping Ring increasing rates out of proportion to the duty.

Quite a lot of changes are taking place in the stevedoring business. The Tokyo Soko Kaisha has taken over the stevedoring business of Messrs. T. C. Christensen & Co., of Kobe, who will, however, continue to act as landing and forwarding agents. Now we learn from the *Japan Gazette* that Captain A. Weston, Customs-house broker, stevedore, shipping and forwarding agent, of No. 40, Yokohama, has disposed of his business to Messrs. Nickel & Co., Ltd., of Kobe, the formal transfer taking place on the 30th ult.

Some time ago it was stated that Mr. Kubota, chief engineer of the N.Y.K. steamer *Chefoo-maru*, claimed to have invented an improvement for turbines. He went to Nagasaki, says the *Nagasaki Press*, and the invention has been perfected under his supervision in a workshop at Deshima, and it is stated that successful trials have been carried out there. The invention will shortly be tested afloat.

In order to meet the demand for more opportunities for the training of officers for the Mercantile Marine, Messrs. John T. Ronnie, Son, & Co. have arranged to carry midshipmen in their new steamship *Intaba*, recently launched at Aberdeen for their South African service.

Speaking at Hull, on the 19th ult., Mr. Havelock Wilson, president of the Seamen's and Firemen's Union, explained the proposals for an international seamen's strike. The date of the strike, he said, was only known to the leaders, but the seamen need not worry. Preparations were well ahead, and in a few days there would be a meeting of the representatives of the dockers in London. It would be a surprise packet to the shipowners if they found the dockers willing to join hands with the seamen. The meeting unanimously supported Mr. Wilson's policy.

The Blue Funnel Line, Messrs. Alfred Holt & Co., have now arranged the sailings of their new passenger service between Glasgow, Fishguard, and Australian ports. The *Aeneas* will leave Glasgow on November 18, calling at Fishguard on the 19th, reaching Cape Town on December 9, Adelaide on December 23, Melbourne on January 1, and Sydney on January 6th. The return voyage will begin from the latter port on January 28, terminating at London on March 20. The *Aeneas* will leave Glasgow on the same outward route on December 30, calling at Fishguard on the following day and reaching Sydney on February 17, beginning the return voyage on March 11 to arrive at London on May 1. The *Archives* will leave Glasgow on March 3, arriving at Sydney on April 21, and returning from Sydney on May 13. These liners will each have a registered tonnage of 10,000, and are fitted out to carry nearly 300 saloon passengers only. The company now owns a fleet of over 60 steamers sailing to various parts of the world, with a total of 397,620 tonnage.

THE OLD SCHOOLMASTER.

AND A NAUGHTY PUPIL.

The master of a private school at No. 22, Wan-chai Road, named Lo Tin Kai, was proceeded against on summons on a charge of assault before Mr. E. R. Hallifax at the Magistracy yesterday by a pupil named Lau Fuk.

Mr. Otto Kong Sing appeared for the complainant, and defendant was represented by Mr. Davidson (Messrs. Haslings & Hastings).

Mr. Kong Sing stated that the defendant asked the complainant to kneel down, he did not know for what purpose. The boy was not quick enough in doing it, and the defendant struck him. The boy said that the schoolmaster struck him with a piece of hard wood across the head, and beat him with a cane. There was a doctor's certificate describing the bruises, but Mr. Kong Sing asked his Worship to examine the complainant and see what he was like.

Complainant then appeared before the Court with a big bandage round his head. On his coat being removed another was observed round the middle of his body, while his arms and shoulders were striped with black and blue marks.

Mr. Davidson—There was no bandage on the boy's head and no blood there yesterday.

Mr. Kong Sing—At all events your Worship sees the state of the complainant.

The pupil then took the witness stand, and stated that on Saturday, between 9 and 10 a.m. he went to school. Shortly after his arrival the defendant told him to kneel down, and struck him. The schoolmaster had a ruler in one hand and a cane in the other. He struck him with the cane and poked him with the ruler, and finished by hitting him on the head with the ruler.

After you were beaten what did you do?—Became giddy, and did not know anything. How did you get home?—Defendant said he was going into the kitchen to get a firewood chopper to strike me, so I got up and ran home.

Did you go to the Police Station?—Yes, the sergeant took me.

In cross-examination witness said he did not know why he had been beaten. The ruler with which he was struck was made of wood, and was about nine inches long.

When you came up here yesterday you had no bandage on your head?—No, when I went home last night my head gave me great pain.

When was that bandage put round your body?—When I got back last night.

You've been really a very troublesome boy, haven't you?—No.

How many strokes of the cane did you get?—I don't know.

Twenty?—More than that.

More than thirty?—Still more.

How many times were you hit on the head with the ruler?—I don't know.

Three times?—More than three times.

His Worship—How old are you?—Thirteen.

At this stage his Worship sent the complainant to have his head washed, and the bandages removed.

Mr. Davidson said the defence was that this boy had been troublesome, and he thought there was some feeling between the schoolmaster and the boy's family. On Saturday the complainant was thrashed by the master and dismissed the school. He was given about ten strokes with the cane, and while being thrashed he tried to get under the table. The thrashing was only moderate correction, which schoolmasters were legally entitled to give.

Mr. Kong Sing—It is my friend's defence it is equivalent to a plea of guilty with justification.

His Worship—The defendant had better get into the box, and we'll see what he has to say.

Lo Tin Kai said he was the master of a private school at 22, Wan-chai Road. He was 74 years of age, and had been a school teacher in Hongkong for about forty years. Complainant was one of his pupils, and on Saturday he found it necessary to chastise that pupil.

What was the reason?—He was always troublesome and playful. I warned him many times, but it did him no good. On Friday he was absent without leave, and when he came on Saturday he did not read his books, but disturbed the school.

What was the nature of the punishment you administered?—I struck him with a rattan, and nothing else.

How many strokes did you give him?—Ten, and after that I was tired out.

Did you hit him on the head?—No. I struck him according to the school discipline.

After you had punished the boy, what did you do?—I was breathing very hard, and could not move. I was suffering more hardship than he was.

When he left the school was there any sign of blood on his head?—None at all.

Cross-examined by Mr. Kong Sing:—So it made you very tired beating this boy?

—Yes.

Did you ever teach boxing in your early days?—Yes.

With a loud laugh in which those present in Court could not refrain from joining, witness declared emphatically that he did not.

You are a very strong man, aren't you?—No, I have not even got my own teeth. These are false and the [Witness pulled out two rows of teeth and extended them towards the Magistrate for inspection.]

The strokes must have been pretty hard to bruise him through his jacket, don't you think?

—No. He was kneeling down.

You made him kneel down?—No. He knelt down himself because he knew he was doing wrong.

And you stood over him and beat him across the shoulders?—No.

Do you ever strike your boys over the head with the back of your knuckles?—No.

That is a Chinese practice, is it not?—No.

His Worship—It is understood at your school that you can use the rattan?—I must have a rattan, otherwise the boys would pull my beard out.

Do you beat the other boys as hard as you beat this one?—When they are in the wrong.

Complainant, having been washed, returned into Court, and was inspected by his Worship, who subsequently asked him—

Who told you to take proceedings here?—The police.

Another scholar, named Wong Ju Tong, was called by the defendant. He said the beating was administered because the complainant broke the school regulations. The complainant got the bruise on his head while trying to get under the table backwards.

His Worship dismissed the case.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, Sept. 21st.

POLITICAL PROPHETS.

There are people who profess to know what is going on behind the scenes and they are predicting a General Election in January. Personally I think that depends on what happens to the conference on the veto of the Lords, and we are not likely to know much about that before November, when Parliament meets. And I may venture another prediction—it will take all the efforts of the agitators to rouse enthusiasm next time for either side. On the last two occasions violent passions swept the country, but there seems to have come a swing of the pendulum backward, and at the time of writing it would take a political volcano to stir the London masses into electoral interest.

Even the professional wranglings in the revising barristers' courts as to the voters' lists for the next contest have failed to rouse the popular interest, and when a little inquiry is made one finds that there is a very widespread inclination to distrust the talk of the appeal to the country within four months. Rather, in the popular opinion, a working arrangement will be come to whereby the election will be stayed off till January of 1912. That will leave next year clear for Coronation celebrations and all the attendant gaiety.

THE LATE MR. COWIE.

The death of Mr. William C. Cowie, the managing director of the British North Borneo Company, at Bad Nauheim, came as a shock to me, and the surprise was repeated when I saw that he was over sixty years of age. For he was "one of the finest specimens of humanity I have ever seen, in physique as well as in character. I had business relations with him on several occasions and within the present year I dined with him at the Whitehall Rooms and discussed with him a sharp rise in British North Borneo stock. Then he seemed in high spirits and good health, but I understand that for some time he has been ailing. Everybody knows that it is due largely to his skilful management of the affairs of the Company that Borneo has been developed in recent years. For a quarter of a century this handsome and adventure-loving Scot has been the biggest man in British North Borneo affairs. But not so many people know how he founded British fortunes in those wild parts in the early days of settlement. An American, J. W. Torrey, at one time manager of the Hongkong Distillery Co., had obtained a concession from the Sultan of Sulu years before Cowie got to Borneo, but had failed to make use of it, whereas Cowie was just the man to turn an opportunity into an ability. The elder son of the late Mr. David Cowie, manager of the Wardmill Works at Arbroath of Messrs. M. C. Thompson & Co. of Glasgow, he finished his apprenticeship in that town, then spent a little while in Glasgow, and subsequently shipped as chief engineer on a little trading steamer, the *Argyle*, bound for Singapore. A local Suluah-bought the *Argyle* and Cowie went into his service, till he took up a partnership with a Singapore merchant and established the business of the Labuan Trading Company. Then in 1872 he established the first English trading station in North Borneo. Establishing also friendly relations with the Sultans of Sulu and Brunei, they granted to the syndicate he formed in 1878 the greater part of what is now British North Borneo. He discovered and developed the Muara coalfield and sold it to the British North Borneo Company in 1882, of which company he became managing director. After a long holiday in Arbroath he settled in London and set to work on the affairs of the Company, with results that have attracted general admiration. It was not until the early part of the summer that an internal malady proved serious and an operation was performed in Germany in July. He made a brave fight for life, but at last had to go under. Mr. Cowie was about 63 years of age, and leaves a widow and two children. In connection with his death many stories of his adventures are recalled, including his part in subduing the notorious Mat Salleh, "the Rob Roy of the Western Pacific" as he was called. British forces chased the troublesome chief, and at last he was made to submit to Mr. Cowie at Mengatul River, running up the British flag on his own territories with his own hand. Mr. Cowie has described his meeting with the chief: "When within thirty yards of this motley group of Tamboos it divided, and from the human avenue thus created leisurely emerged a Bornean of striking appearance. He was dressed in gold cap, smart green embroidered tunic, and Sulu embroidered trousers, with red waistband. He carried no arms, and his manner and appearance made me aware that I was face to face with the Rob Roy of British North Borneo, whom I at once saluted with a 'hallo.' After Mat Salleh's submission he became friendly to the Company and eventually was presented with a silver watch engraved with the Company's arms, whilst Mr. Cowie received in return a wonderful sword with a decoration of human hair. Mr. Cowie showed me this sword himself."

THE CHINESE EMBASSY.

Lord Li, the retiring Chinese Minister, who has three years of service in London have expired, has made a good many friends here, though he has not been so conspicuous in public as Sir Chih Cheng Lo Feng Lu, the last Minister but one accredited to the Court of St. James. Lord Li assures me that though the appointment of Liu Yü Lin as his successor may be accepted as accurate he does not yet know at what date he will leave London for his native land. Lord Li's knowledge of English has been most helpful to him. He gained it in early life, and I have heard him make some very able speeches, though report sometimes credited his able First

Secretary, Ivan Cheng, with being the author of the principal jokes. His term in London has resulted in several important delegations being sent to the West to study European and American administrative methods, of which he himself has been a close student. The last of these commissions has been here for some weeks, studying our prison methods and penal code generally. Some of the members are already on their way to America, to continue the inquiry further, and the rest of them will follow next week, so that they may attend the International Prisons Conference, to be held in Washington early in October. As the former Consul-General in the Transvaal, the new Chinese Minister is, of course, a fine English scholar, with a wider knowledge of our ways and notions than most of the representatives of his race. I am assured that he is also a man of admirable address and striking presence.

GERMANY AND CHINA.

But if China has been liberal with her westward commissions in late years it would appear that Germany is returning the compliment to the Far East. For in addition to Herr Dornburg, the ex-Colonial Secretary, and the Crown Prince himself, there is talk in Berlin of despatching a German Military Commission to Peking, to help in the reorganisation of the Chinese army. Moreover, there are communications passing that prove still further the importance German statesmen attach to the relations of the Fatherland with the Flowery Land. But for tariff troubles, particularly as affecting American fertilisers at the moment, through the potash monopoly law passed by the Reichstag last summer, there would be a close probability of an understanding between Germany, America and China. Even as things are, such a development is spoken of as being quite on the cards. If the German government maintains the present firm position in regard to the potash law the United States will, under the spur of the fertilizer companies, probably try retaliatory tactics. However that ends, it is likely to delay the results for which diplomatic wirepullers are working just now. But in any event Germany means to "keep her end up" in the Orient.

THE COLONIAL OFFICE AND THE CROWN COLONIES.

Lord Crewe, I understand, has revived the former custom of sending representatives of the Colonial Office on tours of inspection of the Crown Colonies. That plan was dropped after the last Imperial Conference, but Lord Crewe thinks as the Crown Colonies are governed so much from Downing Street these in positions in that powerfully populated thoroughfare should know more about the lands they have to deal with. So Mr. R. E. Stubbs, of the Colonial Colonial Office, will presently be among "talking notes," after he has taken stock of conditions in Ceylon, the Straits Settlements and the Federated Malay States.

H.M.S. "NEWCASTLE."

Captain G. P. Hunt will command the new fast cruiser *Newcastle*, which has just gone into commission at Chatham, preparatory to setting out for the China Seas to replace the wrecked *Bedford*. With the exception of the destroyers she will be faster than anything else in Far Eastern waters. Captain Hunt gained the D. S. O. for services in the Natal Naval Brigade in South Africa during the Boer War, and was mentioned in Sir Redvers Buller's dispatches.

THE ANNEXATION OF KOREA.

So many objections have been raised to the annexation of Korea by Japan that it is satisfactory to note that communications are passing between Tokyo and London with a view to meeting at any rate the commercial points raised by the British Government and British traders. Sir Edward Grey has presented to the Government in Tokyo a proposal that, if accepted, will exempt Great Britain from many of the terms and conditions threatened by the annexation. Prince Tokugawa, the leader of the Japanese Upper House, before leaving London, stated that the Japanese government intends to spend an annual sum of £200,000 in the furtherance of Japanese commercial interests in Europe and the United States. It is known that permanent museums will play a large part; but as to the details of the expenditure, they will not be definitely decided upon till after Prince Tokugawa returns to Tokyo.

COMPLIMENT TO THE BRITISH COLONIES.

A compliment to the British colonies is to be seen in the fact that the Danish Government has sent out a commission to study the systems adopted in the principal territories under the Union Jack for the packing, collection and transport of meat, dairy produce and other similar commodities. I saw one of these commissioners the other day after he had covered a large part of his investigations, and he told me our methods are far superior in a general way to anything he had seen on the Continent or in America for speed of despatch and cleanliness. Canada and New Zealand came in for especial praise from him. I understand that under encouragement from the Colonial Governments he is urging his own authorities to send parties of Danish agricultural tourists to either of these colonies to study the conditions for themselves.

After all we have heard of the supreme excellence of Danish methods in dairy and similar work, this announcement surprised me considerably.

MARINE INSURANCE.

There is ground for stating that when Parliament reassembles Mr. Sydney Buxton, as head of the Board of Trade, will appoint a special commission, representative of Lloyd's, the ship-owning companies and the Board of Trade, to devise means for stopping the admittedly increasing practice of insuring vessels at far above their market value. There are a host of problems wrapped up in it, but recent exposures in the Law Courts have shown that something

should be done, so Mr. Buxton is anxious to ask the men who know most about it what they would advise.

STATE PAPERS AT WINDSOR CASTLE.

Since the death of King Edward there has been a general overhauling of Windsor Castle, for King George means to live there a good deal. Incidentally two sealed deed boxes have been come upon, containing papers of very great historical interest and importance. They deal with matters of State and Court life up to the end of the life of Queen Victoria, and they bear marks clearly showing that King Edward went through them and made notes of their contents. King George is now perusing them also, at Balmoral.

THE LABOUR CRISIS.

The great question of the time in political circles is just what is to come out of the labour crisis in consequence of the judgment in the Osborne case, preventing trade unions from making levies on their members for the fighting of elections and the maintenance of Labour Members of Parliament. A big Autumn campaign is being planned, but the situation is serious for the Labour party, for the voluntary contributions that so much fuss was made about do not amount to more than a few pounds apiece for the present party. The workers could not have shown more clearly that they do not mind very much what happens to the men who are supposed to represent them in Parliament. That the Osborne judgment must be reversed is the cry of these afflicted Radical politicians, and there is a supporting cry for payment of members. Seeing how often the Liberals have advocated that, it is funny to witness their shyness now that the question is raised insistently by the Labour men who have professed to admire so much. And no wonder, in view of the mounting expenditure of the country. But there are young bloods in the Conservative party who are also crying for some scheme of payment of members, to reconcile the working classes to the Conservative party. Clearly, then, the whole question has possibilities of interesting developments in the near future.

IS THE WORLD GOING MAD?

FAMOUS LUNACY EXPERT'S STARTLING THEORY.

The world is going mad. Dr. Forbes Winslow, the famous expert in criminal lunacy, propounds this startling theory in his volume of reminiscences just published by John Ouseley Limited, entitled, "Recollections of Forty Years."

"By a simple arithmetical calculation," he writes, "it can be shown the exact year when there will be more insane persons in the world than sane. We are gradually approaching, with the decadence of youth, a near proximity to a nation of madmen. By comparing the lunacy statistics of 1860 with those of 1909, forty decades having intervened, the statistics being so taken, my reflections are sad indeed. A terrible but real crisis is in store, and an insane world is looked forward to by me with a certainty in the not far distant future. In 1860, out of a population of 22,233,899, there were 53,177 registered lunatics in England and Wales, there being one lunatic in every 418 of the total population; whereas in 1909, out of a population of 35,755,615, the number of registered lunatics was 128,787, making on an average one lunatic in every 278 of the population. So that in forty years an enormous increase in lunacy is seen. Surely a dreadful future for nations still unborn to have to cope with. These are facts, and sad to reflect upon. They must be accepted; they cannot in any way be questioned."

Dr. Winslow says he has "breathed the atmosphere of lunacy for a period extending over sixty years," and the conclusion he arrives at is pessimistic in the extreme. He has no hesitation in declaring that the human race has degenerated, and is still progressing in a downward direction. The youths of the present age are much more insipid than formerly, less manly, and insufficiently developed. "Where are the manly, broad-shouldered youths who could be seen forty years ago? They are few and far between. They have been displaced by a narrow, lisp, badly formed, weak young man, slouching along the street."

THE "BEDFORD" APPEAL AT PORTSMOUTH.

A POOR RESPONSE.

The Portsmouth correspondent of the *Naval and Military Record* writing on the 4th ult. said:—

The appeal by the Mayor of Portsmouth (Colonel Sir Wm. Dupree) on behalf of the dependants of those who lost their lives in H.M.S. *Bedford* has not met with such a liberal response as had been hoped for, and as his Worship's appeal was to the nation, and not to the naval ports alone, this is all the more to be regretted. Up to the end of last week only £154 had been received, and as fully £5,000 is required in order to make allowances to the widows, &c., on the same scale as those received by the relatives lost in the *Tiger* and the *Gladstone*, it follows that unless there is a more generous response to the Mayor's appeal a good deal of permanent distress must result. The letter written to the Press by the chairman of the Soldiers' and Sailors' Families' Association is much to be regretted, as it may lead to the impression that money is not required. The chairman states that the association is undertaking, through its local representatives, "the immediate and temporary relief of the sufferers," and adds "that as none of the families reside in or near Portsmouth, it is of special importance that the cases should be dealt with locally where, by personal inquiries, reliable information alone can be obtained." There never has been any desire on the part of the committee of the Naval Disaster Fund to unduly rush themselves forward, but the fact remains that wherever there is a naval disaster there is always a long delay in taking the necessary steps for raising and distributing funds. Apparently but for the action of the Mayor of Portsmouth no special appeal would have been made for the *Bedford* sufferers, and probably no special fund raised. It is not creditable to the nation that while there is so much enthusiasm over ensuring an all-powerful navy, there should have been such a meagre response when an appeal is made to assist those who have been so sadly bereaved.

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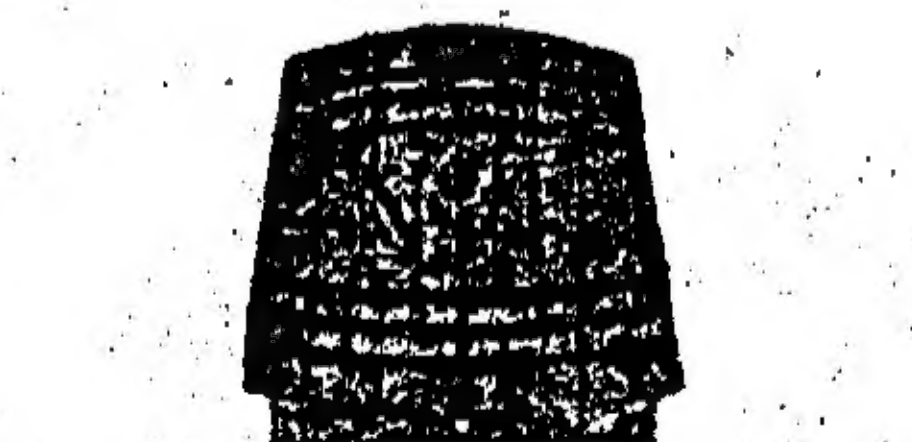
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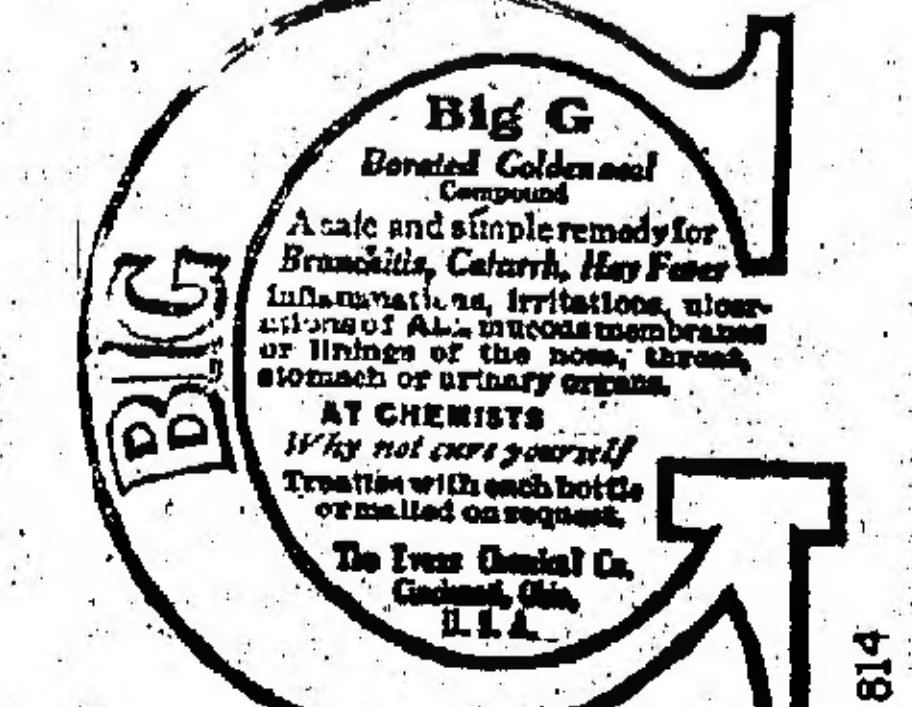
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TELEGRAPHIC NEWS.

[FROM SOUTHERN PAPERS.]

PURCHASE OF PRIVATE LANDS IN JAVA.

London, September 22nd.
A Hague telegram states that the Government have introduced a Bill for the purchase of private lands in Inarabaya, in Java, for 32 million florins.

THE LONDON LIVERY COMPANIES.

London, September 23rd.
The Lord Mayor was entertained at a banquet by the Livery Companies last night. Lord Selborne, replying to a toast, dwelt on the vitality of English historical institutions, which, while always responding to the needs of the moment, uphold the traditions of the past. He instanced the Guilds of London Institute, as supplying the want of national education. When the mines of the Rand started, Americans and Germans were the only capable engineers, but there was now no difficulty in securing a competent man from Home.

THE "LITTLE KNIGHTS" OF ITALY.

London, September 22nd.
The first Battalion of Italian Boy Scouts, organised by Sir F. P. Vane at Locca, has proved a great success, and battalions are being organised in other towns. They are called "Little Knights."

MESSES. LEVER BROTHERS INCREASING THEIR CAPITAL.

London, September 22nd.
The Lever Brothers propose to increase their capital to fourteen millions sterling by the creation of five million 6 per cent. preference shares of £1 each. They will be offered to the ordinary shareholders at par.

THE LATE SIR J. P. RODGER.

London, September 22nd.
Canon Wilberforce officiated at the funeral of Sir J. P. Rodger, Governor of the Gold Coast, at Kensal Green. Among those present were Sir Cecil Clement-Smith, Sir Hugh Clifford and Sir Frank Swettenham.

FROM SWITZERLAND TO ITALY BY AIRSHIP.

London, September 23rd.
Reuter telegrams from Brigue that the weather has improved, and M. Chavez to-day succeeded in accomplishing the Trans-Alpine flight, landing at Domodossola.

London, September 24th.
At the moment of the alighting at Domodossola a gust of wind overturned the aeroplane, and M. Chavez was pinned under the motor and badly injured.

Later.
M. Chavez was taken to hospital, having broken both his legs, but his condition is hopeful. He says that a gale broke over the Simplon and obliged him to alter his course and to steer in the direction of the Gondo Gorges. The machine travelled at headlong speed, swerving and leaping madly, sometimes as much as sixty feet. He had narrow escapes from crashing against huge rocks. He was unable to explain the cause of the accident.

For his Trans-Alpine flight M. Chavez receives a prize of £3,000, though he did not reach Milan.

THE POPE AND THE MAYOR OF ROME.

London, September 23rd.
The Pope has written to Monsignor Raspighi, Vicar of Rome, denouncing the recent speech of Mayor Nathan on the anniversary of the overthrow of Papal rule. The letter says that Nathan trampled on the sacred rights of the Pontifical sovereignty, dared to offend the doctrine of the Catholic Church, and blasphemed the memory of his dogmas. The letter draws the attention of the whole world to this accumulation of impieties.

London, September 24th.
Reuter wires from Rome that Mayor Nathan replied to the Pope's denunciation that as it is the duty of the Pontiff to tell the truth according to his conscience it is the duty of the Mayor of Rome to delineate the new civil and political era to his fellow citizens. The Pope was offended, Mayor Nathan says, not at the words, but at the fact that a new Italy is arising as inevitably as the dawn of day.

GERMAN SOCIALISTS ON THE TRAIL.

London, September 24th.
The Socialist Congress at Magdeburg has adopted a declaration pressing against the presence of the Kaiser in Germany as the guest of the Grand Duke of Hesse and against the use of the Prussian police for his protection. The declaration demanded that the crowned criminal should leave and no longer besmirch German territory.

KRUPP GUNS FOR USE AGAINST AIRSHIPS.

London, September 24th.
The Krupp works have constructed special guns for use against airships. These for use on land reach an altitude of 20,000 feet. There is also a large gun for use at sea, with an altitude range of 35,000 feet. It can be elevated to an angle of 75 degrees. The shells have a trail of smoke in the day-time and a column of light at night to show the course.

THE BORNEO ESPIONAGE CASE.

London, September 24th.
It is reported in Berlin that, under the tutelage of a bed occupied at the Elmsland Hotel by Trench, one of the two Englishmen arrested for espionage at Borkum, were found maps of Kiel, Wilhelmshaven, the North Sea Islands and the forts at Borkum, with surroundings. It is asserted that the latter could only be procured with German assistance.

CANADIAN RIFLES HOMEWARD-BOUND.

London, September 24th.
The Canadian Rifles sailed from Liverpool for home to-day. The Lord Mayor, with other officials and a large crowd, were there to see them off.

AUSTRALIA'S GREAT WASTE AREA.

London, September 24th.
The Commonwealth Parliament has passed the third reading of the bill taking over and developing the Northern Territory.

SIR HUGH CLIFFORD'S APPROACHING MARRIAGE.

London, September 24th.
A marriage is arranged between Sir Hugh Clifford, Colonial Secretary of Ceylon, and Mrs. Henry de la Pasture, novelist and dramatist.

CONVINCING THE ORANGIA BOER.

London, September 24th.
Reuter cables from Pretoria that Lord Methuen has completed a tour of the Orange River Colony with the object of converting the farmers to the idea of a unified South African defence force. He addressed numerous meetings, and conversed with individuals, recommending an elaboration of the commando system and the establishment of a military college and the maintenance of permanent artillery. The plan was sympathetically received.

THE BRITISH MILITARY MANOEUVRES.

London, September 24th.
The army manoeuvres concluded with an eight hours' spectacular battle on Salisbury Downs. The Duke of Connaught, Generals French and Ian Hamilton, and Mr. Winston Churchill were present in uniform. Lord Kitchener, in tweeds and cap, walked among the crowd.

Later.

General French postponed his decision on the Army manoeuvres to be held, owing to the final confusion which the Press correspondents describe as a hopeless muddle and a gigantic jigsaw puzzle exhibition. The generalship was the reverse of brilliant. Whole brigades were exposed to a merciless fire for long periods; and the repeated storming and re-capture of the central position was farcical.

THE GERMAN SOCIALISTS' CONGRESS.

London, September 25th.
The President, in his closing address at the Socialist Congress at Marburg, said the Socialists would support the Liberals in the struggle for the Prussian franchise whenever the latter were unable to resist the forces of reaction. He hoped the Liberals would do the same for the Socialists.

Berlin papers state that a confidential representative of the Kaiser attended the sittings of the Congress and reported the proceedings to his Majesty.

MR. LEE ON THE GOVERNMENT'S LAND POLICY.

London, September 25th.
Speaking at Willesden, Mr. Alexander Ure said the purpose of land valuation was to enable the Government to remove all tarring and taxation from the value of the work of a man's hands and place the whole upon the value of the land. A great improvement in housing would result, and land monopoly would be broken down.

ANOTHER FRENCH AVIATOR KILLED.

London, September 25th.
The aviator M. Poillot was killed by a fall at Chartres.

FRIENDLY SOCIETIES & STATE INSURANCE.

London, September 25th.
The Grand Master of the Manchester Unity of Oddfellows, speaking at the centenary banquet at Nottingham, said the usefulness of Friendly Societies was threatened by legislation. Any system of State insurance against sickness and invalidity, competing with the existing organisations, would be uncompromisingly opposed. Compulsory State insurance was not needed.

RUSSIA'S NAVY ESTIMATES.

London, September 26th.
The St. Petersburg correspondent of the Daily Telegraph wires that the Naval Estimates for 1911 amount to £11,300,000, an increase of £230,000 over those for 1910. They include a sum of £2,600,000 for new construction compared with £900,000 in 1910.

AUSTRALIAN NEW LEGISLATION.

London, September 26th.
The Commonwealth Government is introducing two Referendum Bills authorising the nationalisation of monopolies and enlarging the powers of the Arbitration Court.

THE CONSTITUTION CONFERENCE.

London, September 26th.
The Daily Telegraph states that the next meeting of the Veto Conference will be held at Lord Crewe's residence in Chequer, where the members of both parties will be Lord Crewe's guests.

SOME RUBBER YIELDS.

Taking the estimates of Messrs. Hickson-Brothers' table of rubber share statistics as a basis, a London paper compares current prices of a few prominent shares with those at which the shares could be bought to yield 10 per cent. to the buyer. Messrs. Hickson worked out their dividend estimate on the assumption that the company's estimated crop is harvested, and is sold at an average of 7s. 3d., being produced at an average cost of 1s. 3d.

Share.	Estimated price to dividend yield 10 per cent.	Current price.
Anglo-Malay	140	22s. 24s. 6d.
Bata Caraya	170	17 17 1/2
Bukit Rajah	160	15 15 1/2
Ceylon	280	56s. 56s.
Cons. Malay	170	34s. 25s. 6d.
F. d. Selangor	150	15 15 1/2
Luoh Kueneth	210	21 14
Kuala Lumpur	110	11 8 1/2
Langkat	280	56s. 56s.
Pataling	300	60s. 60s.
Selangor	450	90s. 62s. 6d.
Valambrosa	250	50s. 43s.

The above table shows some big yields to be got at current prices if the estimates come out right, but it need not be said that the expected dividend is not the only consideration in appraising the value of a share.

RUBBER DIVIDENDS.

The distributions announced by the old companies, says a recent London paper, are naturally increasing owing to the excellent price at which the crops of rubber are being disposed of while the dividend list is being constantly added to. The Federal Selangor Rubber Company will pay on October 15 an interim dividend of 50 per cent. being the first on account of the year ended March 31 next, and compares with only 15 per cent. paid at the same time last year. Two maiden interim distributions are now announced, the Kapar Para Rubber Estate Company announcing an interim dividend of 20 per cent. on its capital of £25,000 in £1 shares, while the Ulu Rantau Rubber Estates Company has declared an initial dividend of 10 per cent. on its capital of £30,000 in £1 shares. Both companies are benefiting from having a good many acres planted in 1904. At present there is no indication of a return of vitality to the rubber market, but as the price of the article is so well maintained, and profits of the companies early in the field must be large, there are many shares upon which a very tempting return can be obtained and as confidence in the market again becomes stronger, some revival of business may come suddenly.

報新外中港香

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VAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF IMITATIONS.
THE SAME TO-DAY AS IN 1745.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

Rowland's Kalydor

Makes your skin soft and smooth.

You can easily have a clear, velvety, healthy complexion if you use

Rowland's Kalydor

"For Your Skin."

This world-famous preparation quickly removes freckles, redness, roughness, cutaneous eruptions, and other disorders of the skin. Perhaps you know how unpleasant it is to suffer from these skin troubles—but whether you do or no, you should always have a bottle of Rowland's Kalydor handy and use it night and morning. Get it from your chemist, Rowland & Sons, 49, Hatton Garden, London, E.C.1. Rowland's Kalydor, of 49, Hatton Garden, London, and avoid spurious imitations.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 h.p., Asst.-Comdr. P. H. Noble, M.V.O. Hongkong.

Astrae, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, cruising.

Atlas, admiral's flag, 615 tons, 1,400 h.p., Master, S. West, Hongkong.

Bramble, gunboat 710 tons, 900 h.p., Lieut. Comdr. B. G. Washington, Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. E. H. Donovan, Weihaiwei.

Cadmus, British ship, 1,070 tons, i.h.p. 1,400, 43, Comdr. H. Lyons, Hongkong.

Cherry, water tank and tug, 350 tons, i.h.p. 340, Master, W. Smith, Hongkong.

Clio, British ship, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Vesle, Hongkong.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. C. E. Lloyd, Thomas, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, cruising.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. B. J. D. Gay, V.O. cruising.

Hart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 h.p., Lieut.-Comdr. H. S. Monroe, cruising.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt. Comdr. G. C. Heathcote, cruising.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, Hongkong.

Kinsla, river gunboat, 615 tons, i.h.p. 1,200, Lieut.-Comdr. T. J. Lyons, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Capt. F. C. Learmonth, Kuda, B. N. Borneo.

Minotaur, armoured cruiser (flagship) Vice-Admiral Sir A. L. Wintlock, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, cruising.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain H. L. P. Heard, cruising.

Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. G. F. Leith, West River.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Claude Hillierston-Woodward, B.N. Yangtze.

Otter, torpedo-boat destroyer, 335 tons, 6 guns, 6,300 h.p., Comdr. E. Stevenson, cruising.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. W. C. Lucas, Canton.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. B. Southby, Hongkong.

Snipe, river gunboat, 85 tons, 2 guns 240 h.p., Lieut.-Comdr. John Michael Barker, Yangtze.

Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner W. Barlow, R.N., Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Byres, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. B. J. Buchanan, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie Hamilton, Hongkong.

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 h.p., Lieut.-Comdr. C. E. Lloyd, Thomas, Hongkong.

Water-witch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. R. L. Hancock, Straits Settlements.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. G. B. Harford, Hongkong.

Widgeon, gunboat 195 tons, 2 guns, 800 h.p., Lt.-Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. B. R. Brooke, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. F. A. Munck, Yangtze.

SHIPPING IN PORT.

STRAINERS

BUYO MARU, Jap. str., 3,232, H. Hashimoto, 7th October—Moji 2nd Octob-r. Coal and General—Mitsui Bussan Kaisha.

CHONGHONG, British str., 1,256, V. Liddell, 8th Oct.—Tientsin, Chetoo and Weihaiwei 2nd Oct., General—Jardine, Matheson & Co.

CHILDAR, Norwegian str., 1,102, H. Nielsen, 10th Oct.—Bangkok 3rd Oct., General—Aagaard, Thorsen & Co.

CHOSHUN MARU, Japanese str., 1,301, T. Yamaguchi, 9th Oct.—Shanghai 2nd October, General—Osaka Shosen Kaisha.

CHUNANG, British str., 1,378, Andersen, 4th Oct. Java 23rd Sept., Sugar—Jardine, Matheson & Co.

COWART, British str., 3,055, J. Fallas, 7th Sept.—Singapore 1st Sept., K. Rosens Oil—Asiatic Petroleum & Co.

DAGBY, Norwegian str., 893, Solvesen, 23rd Sept.—Wakamatsu 17th Sept., Coal—Aagaard, Thorsen & Co.

DEWENT, British str., 1,574, Jenkins, 24th Sept.—Seigon 20th September, Rice and General—Man Fat & Co.

HANCOCK, British str., 999, R. Robertson, 4th Oct.—Swatow 3rd October, Ballast—Butterfield & Swire.

HONG WAN L, British str., 2,060, Jas. H. Hainsworth, 9th Oct.—Straits 4th October, General—Joo Tek Sing.

HUPPH, British str., 1,275, H. Mathias, 9th Oct.—Wakamatsu via Swatow 8th Oct., Coal—Butterfield & Swire.

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The NEW High-Class

STATE EXPRESS
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CARTRIDGES

A Blend of rare Tobacco, stored in bond for many years.
A Revelation for old Smokers, Rich in flavour and of delicious aroma.

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CARTRIDGES.

STRAITS SETTLEMENTS STOCKS AND SHARES.
RUBBER COMPANIES.

SINGAPORE, September 23.

Par value each share £1. Calls paid up are:	Malayan Companies.	Singapore Prices, August 31.	Dividends	Par value each share £1. Calls paid up are:	Malayan Companies.	Singapore Prices, August 31.	Dividends
15/ paid	Alor-Pongsu ...	1.60	25%	2/ fy. paid	Malacca Ordinary ...	8.00	
2/ fy.	Anglo-Johore ...			2/ fy.	Merlinus ...	7/3	
17/8	Bakap ...			2/ fy.	Morton Syndicate ...		
2/ fy.	Batang ...	17.50	35%	2/ fy.	Mount Austin ...		
2/ fy.	Batu Caves ...			2/ fy.	Narborough Est. ...		
2/ fy.	Batu Kawan ...			2/ fy.	North Hummock ...		
2/ fy.	Batu Tiga ...	5.100		2/ fy.	Padang Jawa ...		
2/ fy.	Berangan Selangor ...			2/ fy.	Pandau Johore ...		
2/ fy.	Berani Park ...			2/ fy.	Pataling ...		
2/ fy.	Do. Ordinary ...			2/ fy.	Pelepah (Johore) ...		
2/ fy.	Bidor ...			2/ fy.	Pemero Est. ...		
2/ fy.	Blands Selangor ...			2/ fy.	Prye ...		
2/ fy.	Bukit Cih ...	3.00		2/ fy.	Ratanuf ...		
2/ fy.	Bukit Kajang ...	2.75 pm		2/ fy.	Rembia ...	10/6 pm	
2/ fy.	Bukit Mertajam ...			2/ fy.	Rim ...		
2/ fy.	Bukit Rajah ...			2/ fy.	R. Est. of Krian ...		
2/ fy.	Bukit Selangor ...	6.50		2/ fy.	R. of Johore ...		
2/ fy.	Chanak Salak R. and Tin ...			2/ fy.	Saga ...	14.00	
2/ fy.	Cheronesse ...	4/3		2/ fy.	Seaford ...	7.100	15%
2/ fy.	Cheviot ...			2/ fy.	Selangor ...	3.60	75%
2/ fy.	Chota Rubber ...	2.50	135%	2/ fy.	Selat Rubber ...		
2/ fy.	Cleely Ordinary ...	2.50	140%	2/ fy.	Sendang ...	2.50 pm	15%
2/ fy.	Consol. Malay ...	1.75	50%	2/ fy.	Sengoon ...		
2/ fy.	Damansara ...	8.10.0	20%	2/ fy.	Shelford ...	3.17.8	10%
2/ fy.	Dennistown ...	15/-	10%	2/ fy.	Signiting (N.S.) ...		
2/ fy.	Engh, Selangor ...			2/ fy.	Singapore Para ...	3.12.6	17%
2/ fy.	Engh, Selangor ...			2/ fy.	Straits (Bertam) ...	8/3	
2/ fy.	Gala Kac R. Est. ...			2/ fy.	Strathmore R. ...		
2/ fy.	Garing (Malacca) ...	0.7.6	25%	2/ fy.	Sungei Bahr ...	5.50	92%
2/ fy.	Golden Hope ...			2/ fy.	Sungei Choh ...	17/0	
2/ fy.	Gula-Kalumpung ...	6.00	10%	2/ fy.	Sungei Kapar ...		
2/ fy.	H. and Lowlands ...	15.17.6	50%	2/ fy.	Sungei Krait ...		
2/ fy.	Inch Kenneth ...			2/ fy.	Sungei Liang ...		
2/ fy.	Johore Para ...			2/ fy.	Sungei Salek ...	4.50	
2/ fy.	Johore R. Lands ...			2/ fy.	Sungei Way ...	6.50	
2/ fy.	Jong-Landor ...			2/ fy.	Tangkah ...		
2/ fy.	Jura (Cedamay) ...			2/ fy.	Third Mile ...		
2/ fy.	K'pong Kuantan ...	7/6 pm		2/ fy.	Tremelbye ...		
2/ fy.	Kamuning "A" ...			2/ fy.	Utd. Sun Betong ...		
2/ fy.	Do. ...	10.13.0	10%	2/ fy.	Val d'Or Est. ...	2.60	250%
2/ fy.	Kapar Para ...			2/ fy.	Vallambrosa ...		
2/ fy.	Kellias ...			2/ fy.			
2/ fy.	Kepong ...			2/ fy.			
2/ fy.	Killinghall ...			2/ fy.			
2/ fy.	Kinta Kollas ...			2/ fy.			
2/ fy.	Klanang ...			2/ fy.			
2/ fy.	Klian-Kollas ...	2.0.		2/ fy.			
2/ fy.	Kota Tinggi ...			2/ fy.			
2/ fy.	Kuala Lumpur ...	9.10.0	30% int.	2/ fy.			
2/ fy.	Kuala Pah ...			2/ fy.			
2/ fy.	Kuala Selangor ...	17/8	25%	2/ fy.			
2/ fy.	Labu ...	6.00	27%	2/ fy.			
2/ fy.	Lanadron ...	5.00 pm	17%	2/ fy.			
2/ fy.	Ledbury ...	2.10.0 pm	17%	2/ fy.			
2/ fy.	Lendu ...	2.10.6	50%	2/ fy.			
2/ fy.	Ling ...	13/6		2/ fy.			
2/ fy.	Lumut Est. ...	30/-		2/ fy.			
2/ fy.	Mudling Est. ...			2/ fy.			
2/ fy.	Malacca 1/2 Cum. Partici- pating Pref	8.00	10	2/ fy.			

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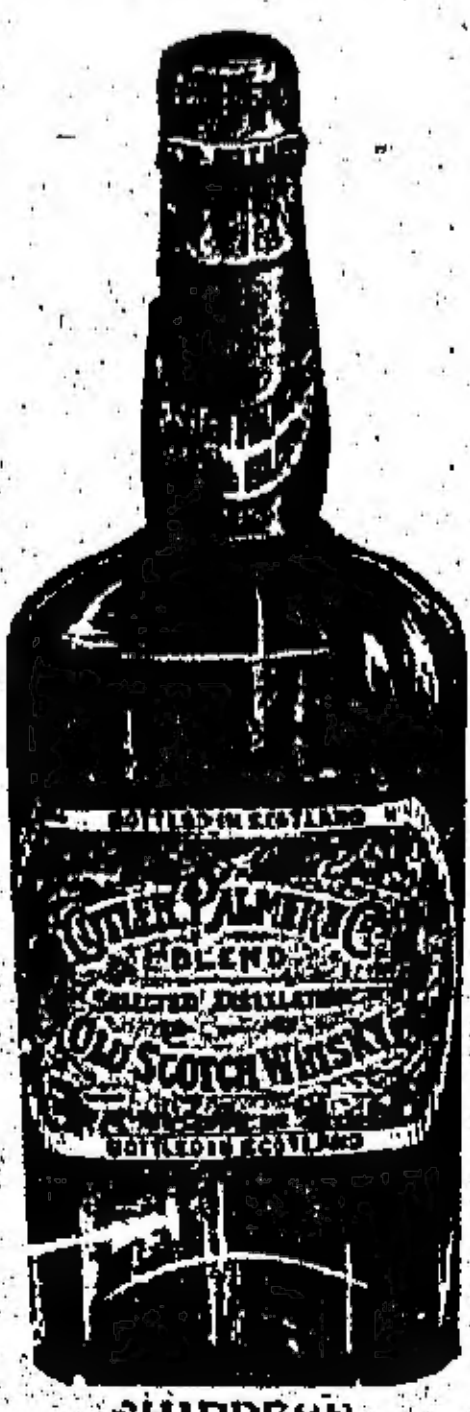
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Hongkong, 9th January, 1909.

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SPECIAL BLEND WHISKY



SPECIAL BLEND WHISKY

Cutler, Palmer & Co., London
AGENTS
STEMSEN & CO.,
HONGKONG.

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE R.M.S.P. Company's Steamship

"MONMOUTHSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Under-
signed.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.
All Claims must be presented within 10 days of vessel's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., at 6 P.M. will be subject to rent.
All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined at 10 A.M. on the 16th inst.
No Fire Insurance will be effected by us in any case whatever.

JARDINE, MATHEWSON & Co., Ltd.
Hongkong, 10th October, 1910. [1164]

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 P.M. on the 10th inst. will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHEWSON & Co., Ltd.
General Managers.
Hongkong, 7th October, 1910. [14]

NORDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"VORCK"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

All Claims must be presented before the 16th inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,
MELBOURNE & Co.,
General Agents.
Hongkong, 5th October, 1910. [5]

SOCIETA ANONIMA NAZIONALE DI
SERVIZI MARITTIMI
ROME IN ROMA.NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.
All Claims must be sent to the Office of the undersigned before Noon, on the 16th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.
No Fire Insurance has been effected.

CARLOWITZ & Co.,
Agents.
Hongkong, 5th October, 1910. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BORNEO"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon, on the 16th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.
No Fire Insurance has been effected.

B. A. HEWITT,
Superintendent.
Hongkong, 8th October, 1910. [1]

FROM NEW YORK.

THE H.A.L. Steamship

"ARAGONIA"
Captain Meyer, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Under-
signed.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.
No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 10th October 1910. [1163]

AVERAGE MARKET PRICES.

October 8th, 1910.

The Prices are given in Dollars Cent.

BUTCHER MEAT.

牛柳肉 Mei Lung Pk Yut—Beef, whole and prime cut lb. 20
牛柳肉 Ham Ngau Yot—Corned Beef 23
牛柳肉 Shiu Ngau Yot—Roast Beef 25
牛柳肉 Ngau Nam—Beef for soup 15
牛柳肉 Tong Yot Pk—Beef Steak 23
牛柳肉 Ngau Yot Chong—Sausages 26
牛柳肉 Ngau No—Bullcock's Brains set 9
牛柳肉 Ngau Lao—Beef Steak, Strips lb. 30
牛柳肉 Ngau Lo—Bullcock's Tongue, fresh, each 50
牛柳肉 Han Ngau Lo—corned 60
牛柳肉 Ngau Tau—Bullcock's Head 85
牛柳肉 Ngau Sam—Heart lb. 13
牛柳肉 Ham Ngau Kin—Beef Hump, salt 18
牛柳肉 Ngau Kik—Bullcock's Feet each 8
牛柳肉 Ngau In—Bullcock's Kidney 9
牛柳肉 Ngau Kik—Bullcock's Tail lb. 18
牛柳肉 Ngau Kik—Bullcock's Liver lb. 13
牛柳肉 Ngau T'ao—Bullcock's Tripe, undressed 6

牛柳肉 Ngau Tai Tau Kik—Calves' hand and Feet set \$1.00
牛柳肉 Yung Pk Kwat—Mutton Chop lb. 23
牛柳肉 Yung Pk Kwat—Mutton Shoulder 23
牛柳肉 Yung Pk Kwat—Mutton Head & Neck 30
牛柳肉 Yung Pk Kwat—Mutton Heart each 8
牛柳肉 Yung Pk Kwat—Mutton Kidney lb. 24
牛柳肉 Yung Pk Kwat—Mutton Liver lb. 24
牛柳肉 Yung Pk Kwat—Mutton Suet lb. 24
牛柳肉 Yung Pk Kwat—Mutton Fat lb. 24
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牛柳肉 Yung Pk Kwat—Mutton Skin lb. 24
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SHIPPING.

ARRIVALS.

ALESIA, German str., 3,223, Hobel, 11th Oct.—Shanghai 8th October, General—Hamburg—America Line.
 FRI, Norwegian str., 860, N. G. Andersen, 10th Oct.—Nowohwang 3rd October, Rice—Aagaard, Thoroson & Co.
 FUKUO MARU, Japanese str., 3,136, S. Kumawaki, 10th Oct.—Wakatsuki via Moji 5th Oct., General—Ataka & Co.
 HANNU, British str., 641, A. H. Stewart, 11th Oct.—Swatow 10th Oct., General—Douglas, Layrrik & Co.
 HANGSANG, British str., 1,356, S. Wilds, 11th Oct.—Shanghai and Swatow 10th October, General—Jardine, Matheson & Co.
 KANU, British str., 11th October—Canton.
 LOONGSANG, British str., 1,093, F. Wheeler, 10th Sept.—Shanghai 7th Sept., General—Jardine, Matheson & Co.
 PITRANILOK, German str., 1,267, D. Reimers, 11th Oct.—Bangkok 1st Oct., Rice and Timber—Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 11th October.
 Alesia, German str., for Straits.
 Onong, British str., for Saigon.
 FRI, Norwegian str., for Canton.
 Hannu, British str., for Swatow.
 Hangsang, British str., for Canton.
 Hong Wan I, British str., for Amoy.
 Iyo Maru, Japanese str., for Singapore.
 Kanu, British str., for Shanghai.
 Omuro Maru, Japanese str., for Port Arthur.
 Quarla, German str., for Saigon.
 Rajah, German str., for Bangkok.
 Sochu Maru, Japanese str., for Swatow.
 Touareg, French str., for Fort Bayard.
 Wingang, British str., for Shanghai.

DEPARTURES.

11th October.
 ARAGONIA, German str., for Shanghai.
 CHRONOSING, British str., for Canton.
 DAIGI MARU, Japanese str., for Swatow.
 DRUPAR, Norwegian str., for Swatow.
 HAITAN, British str., for Swatow.
 HANOI, French str., for Hobei.
 INABA MARU, Japanese str., for Shanghai.
 JOSEPH MARU, Japanese str., for Takao.
 KAWAGUCHI, Chinese str., for Shanghai.
 LOESANG, British str., for Canton.
 MANDARIN MARU, Japanese str., for Milko.
 MICHAEL JENSEN, German str., for Swatow.
 MONMOUTHSHIRE, British str., for Shanghai.
 TEAN, British str., for Manila.
 YARRA, French str., for Europe, &c.

SHIPPING REPORTS.

The British str. *Hangsang* reports: Fresh N.E. monsoon and clear weather.
 The British str. *Hannu* reports: Moderate N.E. breeze and sea, fine weather.
 The British str. *Zafiro* reports: Strong N.E. winds and heavy sea, clear weather.
 The British str. *Loongsang* reports: Fine weather and smooth sea to 16 degrees N.; thence moderate to fresh N.E. monsoon.

VESSELS IN DOCK.

September 25th.
 TAIKOO DOCK.—Union.

PASSENGERS.

ARRIVED.
 For *Haiman*, from Swatow, Dr. Whyte.
 For *Loongsang*, from Manila, Capt. and Mrs. P. Robinson, Mrs. M. E. Robinson, Messrs. A. McDermitt, F. A. Davis, J. E. Ford, J. Hamilton and P. N. Solocaja.
 For *Zafiro*, from Manila, Messrs. P. Eastwick, J. Underwood, D. Longfellow, W. Gallop, H. Percy Smith, E. Arolavata and M. Samson, Capt. J. Totten, Mr. and Mrs. B. Megie.
 DEPARTED.
 For *Dumbea*, for Japan, Mrs. Wen and 9 children, Lt. General Wen Tsung Yao, Messrs. P. McArthur, E. Ellis, T. O. Ribeiro, S. M. Bander and A. M. Belam.
 For *Inaba Maru*, for Seattle, &c., Mr. J. S. Chubb, Mr. K. Mamura, Mr. McDermid, Mrs. Muesel, Mrs. M. L. V. Ribeiro, Mr. M. Anderson, Mrs. Komine and Mr. A. V. Ribeiro.
 For *Yarra*, for Europe, &c., Mr. Manuel da Silva, Mr. A. de Reis Leal, Mr. J. E. Vinhaes, Miss Huletta, Messrs. J. de S. Capeta, E. de Oliveira Ramos, J. de Araujo and Faugue, Miss J. W. Vail, Mrs. J. S. Bliss, Mrs. Well, Messrs. Lorenzi, Barile, Miry, Bongrier, Tredjdistens, Chopard and Jessulas, Mr. and Mrs. Shash, Mr. P. Teixeira, Mr. Meliki, Mr. Babin, Mr. and Mrs. Vasser, Mr. C. Tai and Mr. J. W. Cust.
 For *Iyo Maru*, for London, Mr. and Mrs. A. C. Bishorfield, Mr. W. G. Ramsay, Mr. J. S. Fenwick, Mrs. W. S. Brown, Mr. Gregory, Mr. J. S. Rogers, Mr. S. Yorioka, Mr. D. N. Patel, Miss Howrigan, Miss Keogh, Mr. Karl Alberty, Consul-General and Mrs. Iwasaki and 2 children, Mr. J. T. Headford, Mrs. and Miss MacDonald, Mr. K. Watanabe, Dr. Fernandez Dairla, Mr. and Mrs. W. P. Rutledge, Mr. J. Gould, Mr. Ohkubo, Mrs. Hayashi, Mrs. Yamamoto, Dr. D. Koike, Messrs. K. Hayashi, K. Nakata, K. Kamae, E. Yanda, F. J. Painter, J. Burrows, W. B. Witcomb, J. Makino, K. Kawahata, C. Campbell, R. Johnson, T. K. K. and E. Hansen.

MESSAGES ON THE LINE.

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)
 "INDRAVELLI" On or about 21st October.
 For freight and further information apply to—
 SHEWAN, TOMES & Co.,
 General Agents.
 Hongkong, 23rd September, 1910. [1130]

NOTICE TO KOWLOON RESIDENTS
 EXTRA COPIES of *Daily Press* are on Sale daily at the following Stalls—
 KOWLOON BOOK STALL, Ferry Wharf
 Messrs. H. RUTTONJEE & SONS, Kowloon Store, No. 36, Haiphong Road.
 Messrs. HUNG CHEONG, Haiphong Road.
 Mr. AH YAU, Hongkong Ferry Wharf Station.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
DELHI 8000	February 4	MANTUA 11000	March 4	March 10
ARCADIA 7000	February 18	MALWA 11000	March 18	March 24
ASSAYE 7500	March 4	MACEDONIA 10500	April 1	April 7
MAIMORA 10500	March 18	(Through Steamer calling at Bombay)	April 15	April 21
DEVANHA 8000	April 1	MOLDAVIA 10500	April 29	May 5
DELHI 8000	April 15	MONGOLIA 10000	May 13	May 19
ASSAYE 7500	April 29	MOREA 11000	May 27	June 2
DELTA 8000	May 13	MOOLTAN 10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
 Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax).
 1st SALOON £71.10 SINGLE £16.14 RETURN.
 2nd " £48.8 " £12.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
Tonnage	about	about
* SUNDIA 4700	January 25	March 11
* NUBIA 4700	February 8	March 25
* SYRIA 5600	March 8	April 24
* NOBIA 6700	March 22	May 8
* PALAWAN 4700	April 5	May 22
* BORNEO 4600	April 19	June 5
* SICILIA 6700	May 3	June 19
* SUMATRA 4600	May 17	July 1
* NILE 6700	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES FARES TO LONDON (Including Surtax).
 1st SALOON £55.10 SINGLE £12.10 RETURN.
 2nd " £38.10 " £10.10

* Carry 1st and 2nd Saloon Passengers.
 For further Particulars, apply to—

E. A. HEWETT,
 SUPERINTENDENT.

THE BANK LINE. LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C. & SEATTLE

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
* KUMERIC	6,232	G. B. McGill	20th October.
AYMERIO	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.

Hongkong, 9th September, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SAT., 29th Oct.	"ALLAN LINE" FRIDAY, 25th Nov.
"MONTEAGLE" TUESDAY, 8th Nov.	
	From St. John, N.B.
"EMPRESS OF INDIA" SAT., 19th Nov.	"EMPRESS OF BRITAIN" FRI., 16th Dec.
"EMPRESS OF JAPAN" SAT., 17th Dec.	"ALLEN LINE" FRIDAY, 13th Jan.
"EMPRESS OF CHINA" SAT., 14th Jan.	"ALLAN LINE" FRIDAY, 10th Feb.
"MONTEAGLE" WED., 25th Jan.	

"Empress" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Postal Express. "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate on Steamers £43
 1st Class Railway £45

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 PORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonel	On 24th Oct., P.M.
MARSEILLES VIA PORTS	"OCEANIE" Capt. Sallier	On 25th Oct., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 7th Nov., P.M.
MARSEILLES, VIA PORTS	"DUMBEA" Capt. Rebout	On 8th Nov., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interceptors meet their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,
 Queen's Building.

Hongkong, 12th October, 1910.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	Tons	TO SAIL.
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. F. Iscke	6,100	About 18th October
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ EITEL FRIEDRICH" Capt. F. Prosch	16,000	Wed., 19th Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE	"PRINZESS ALICE" Capt. P. Grosch	20,300	About 19th Oct.
AND YOKOHAMA	"BORNEO" Capt. F. Semmler	5,050	End of October.
KUDAT and SANDAKAN	"PRINZ WALDEMAR" Capt. F. Iscke	5,100	Saturday, 5th Nov., at Daylight

* Fitted with wireless Telegraphy New System of Telefunken.
 For further Particulars, apply to

NORDDEUTSCHER LLOYD,
 MELOHRS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 11th October, 1910.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" - 20,300 - ON MARCH 22ND.
Capt. P. GROSCH.
"LUETZOW" - 17,300 - ON APRIL 5TH.
Capt.
"KLEIST" - 17,000 - ON APRIL 19TH.
Capt. O. PANNKE.

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

* Fitted with Wireless Telegraphy.
 Early booking recommended.
 For Particulars, apply to

MELOHRS & Co.,
 GENERAL AGENTS.
 [1062]

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STEAMERS.	DATE OF SAILINGS.
SHANGHAI, KOBE, YOKOHAMA & MOJI	"PEKING"	On 15th October.
SHANGHAI, KOBE & YOKOHAMA	"CANTON"	On 5th November.

For Freight and Further Particulars, apply to

TELEPHONE NO. 171.

OLOF WIJK & CO., AGENTS, LTD.

Hongkong, 30th September, 1910.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Locomotives, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

GRAVING DOCK 78' x 88' x 34' 6" Pumps empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

ENQUIRIES INVITED BY THE MANAGERS AND AGENTS.
BUTTERFIELD & SWIRE,
 HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.
 FOR LONDON, DUNKIRK AND ANTWERP.

THE Steamship
 "GLAMORGANSHIRE,"
 Captain H. C. Norris, will be despatched at above on or about the 12th inst.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd.,
 Agents.
 Hongkong, 4th October, 1910. [1149]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI
 SEDE IN ROMA.

STEAM FOR BOMBAY.
 VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
 "ISCHIA,"
 Captain Balotti, will be despatched at above TO-MORROW, the 13th Oct., at Noon.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 11th October, 1910. [4]

"INDRA" LINE, LIMITED.
 FOR BOSTON AND NEW YORK.

THE Steamship
 "INRAWADI,"
 Captain W. Gray Williams, will be despatched at above on or about the 13th October.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd.,
 Agents.
 Hongkong, 20th September, 1910. [1081]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR SAVANNA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE,"
 Captain Owen Jones, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 15th October, 1910, at NOON, taking passengers and cargo for the above ports in connection with the Company's str. "INDIA," 7,912 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "HIMALAYA," due in London on the 25th November, 1910.
 Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 3rd October, 1910. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 Fiume and Trieste (Direct),
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS).
 THE Company's Steamship

"AUSTRIA,"
 Captain Balotti, will be despatched at above on WEDNESDAY, 26th OCT., P.M.
 This Steamer has special accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.
 For information as to Passage and Freight apply to
 SANDER, WHEELER & Co.,
 Agents.
 Princes' Buildings.
 Hongkong, 1st October, 1910. [3]

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	(DEVANHA)	D'light, 14th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 15th Oct.	See Special of Call.
SHANGHAI, MOJI, KOBE, JAPAN and YOKOHAMA	Capt. H. W. A. Clark	About 15th Oct.	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORE	About 19th Oct.	Freight and Passage.

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 12th October, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL	REMARKS
CHEFOO & NEWCHANG	"PAOTING"	On 13th Oct. 4 P.M.	
ILOILO & CEBU VIA AMOY	"KAIFONG"	On 13th Oct. 4 P.M.	
SHANGHAI	"CHENAN"	On 14th Oct. 10 A.M.	
SHANGHAI	"LINAN"	On 15th Oct. 10 A.M.	
SHANGHAI	"TAMING"	On 18th Oct. 4 P.M.	
SHANGHAI	"KUEICHO"	On 22nd Oct. 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI" "CHENAN" "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th October, 1910

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COASTPORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 14th Oct., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 18th Oct., at 11 A.M.
"HAIFAN"	Capt. J. W. Evans	FRIDAY, 21st Oct., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WED'DAY, 12th Oct., at 11 A.M.
		SUNDAY, 16th Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LAPRAI & Co.,
GENERAL MANAGERS.

Hongkong, 12th October 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"WINGSANG"	Thursday, 13th Oct. D'light.	
SHANGHAI	"HANGSANG"	Friday, 14th Oct. Noon.	
TIENTSIN	"CHEONGSHING"	Friday, 14th Oct. Noon.	
MANILA	"LOONGSANG"	Friday, 14th Oct. 4 P.M.	
SINGAPORE, PENANG & CALUTTA	"KUTSANG"	Saturday, 15th Oct. Noon.	
SANDAKAN VIA JESSELTON	"MAUSANG"	Saturday, 15th Oct. D'light.	
MANILA	"YUENSANG"	Friday, 21st Oct. 4 P.M.	
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 23rd Oct. Noon.	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG" and "MAUSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Data, Simporns, Two Unkan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

Hongkong, 12th October, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 27th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For Further Particulars apply to

MELOHERS & CO.,
AGENTS.

Hongkong, 11th October, 1910

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. SENEGAMBIA	21st Oct.
S.S. SUEVIA	4th Nov.
S.S. WESTPHALIA	17th Nov.
S.S. ARABIA	18th Nov.
S.S. SCANDIA	1st Dec.
S.S. BRISGAVIA	16th Dec.
S.S. SLAVONIA	30th Dec.

HOMEWARD.

For HAVRE & HAMBURG:	S.S. ALESIA	13th Oct.
For ROTTERDAM, HAVRE & ANTWERP:	S.S. C. FRED. LAEISZ	23rd Oct.
For ROTTERDAM, HAVRE & ANTWERP:	S.S. BELGRAVIA	31st Oct.
For ROTTERDAM, HAVRE & ANTWERP:	S.S. ARBENIA	9th Nov.
For ROTTERDAM, HAVRE & ANTWERP:	S.S. SILVIA	17th Nov.
For HAVRE & HAMBURG:	S.S. SENEGAMBIA	26th Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th October 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. BUJO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong 1st September, 1910.

NIPPONY YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 26th Oct., at Daylight
	TANGO MARU Capt. A. Christiansen	8,000	WED'DAY, 9th Nov., at Daylight

VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Hiortdahl	7,000	SATURDAY, 5th Nov., from Kobe.
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VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 8th Nov., at Noon.
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SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 28th Oct., at Noon.
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 25th Nov., at Noon.

NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WED'DAY, 26th Oct., at Noon.
	KAMO MARU Capt. F. L. Sommer	9,000	THURSDAY, 13th Oct., at 5 P.M.

SHANGHAI, MOJI and KOBE	BINGO MARU Capt. S. J. G. Parsons	8,000	MONDAY, 17th Oct., P.M.
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BOMBAY via SINGAPORE, and COLOMBO	CEYLON MARU Capt. Fred. Pyne	6,000	TUESDAY, 18th October.
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Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

TO MARSEILLES AND LONDON VIA SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer
KITANO	9000	1st Mar.	1st Class S 550.00
IYO	7000	15th "	" " " 2nd Class S 360.00
HIRANO	9000	29th "	" " " 1st Class S 540.00
TANGO	8000	12th April	" " " 2nd Class S 350.00
KAMO	9000	26th "	" " " 1st Class S 70.00
AKI	7000	10th May	" " " 2nd Class S 330.00
MISHIMA	9000	24th "	" " " 1st Class S 495.00

VICTORIA, B.C., & SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points:
INABA	7000	28th Mar.	1st Class S £30
TAMBA	7000	25th April	2nd Class S £21
AWA	7000	23rd May	To London via New York:
			1st Class S £60
			via St. Lawrence:
			1st Class S £59

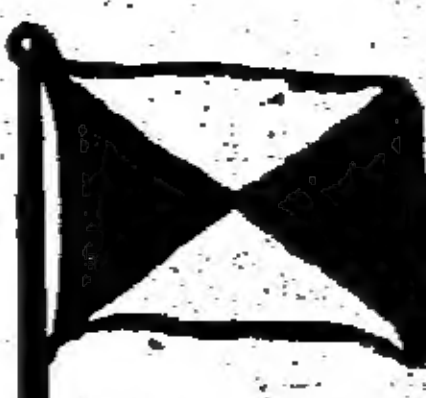
For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO,
MANAGER.

Hongkong, 7th September, 1910.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.



STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 15th Oct. Noon.
RUBI	2540	B. Rodger	Manila	On 22nd Oct. Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 9th October, 1910

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIMAH	JAPAN	Second half of Oct.	JAVA	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILATAP	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJILIWONG	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 12th October, 1910.

[16]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND

RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 2nd Nov., at Noon
	"TACOMA MARU" Capt. H. Yamamoto	6,173	WED'DAY, 30th Nov., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Porcelain. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 12th Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHEW	"CHOSHUN MARU" Capt. T. YAMAGUCHI	THURSDAY, 13th Oct., at 10 A.M.
TAMSUI via SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 16th Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NIPPON KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS. 2ND CLASS. 3RD CLASS.

\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJIN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

703

S. HIROI,
MANAGER

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office:
32, WATSEI STREET, YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

